PARKING

Parking is regulated throughout most of the study area by the use of on-street residential parking restrictions and parking meters and is considered a critical issue by many area residents. On-street parking within the District of Columbia is regulated by signs that allow non-permit holders to park for a period of between one and three hours. There is also metered on-street parking, predominantly in the commercial districts and areas surrounding the Metro Station. In Takoma Park, MD, the zoning regulations are different in that they do not allow non-residents to park between 7:00 AM and 7:00 PM on weekdays.

On-Street/Metered Parking

Parking restrictions in the study area are summarized in Figure 26. Parking along Georgia Avenue is regulated by permit signage, except for the section between Alaska Avenue and Hemlock Street, and between Tuckerman Street and Quackenbos Street, where parking meters restrict parking on both sides of the street.

Parking is not permitted on Piney Branch Road between Georgia Avenue and 9th Street and between Butternut Street and Blair Road (on the west side of the roadway). There is an area near the Metro Station that is currently unsigned and is regularly occupied by long-term users. The balance of Piney Branch Road has permit parking regulations.

Along Blair Road no parking is permitted on either side of the roadway from Georgia Avenue to Peabody Street, except for the section along the west side of the street between Whittier and Peabody Streets.

Eastern Avenue, which is discontinuous throughout the study area, has no parking zones on the east side of the roadway between Piney Branch Road and Cedar Avenue as well as between Walnut Street and New Hampshire Avenue. The remaining sections of the road allow parking on the west side.

No parking is permitted along Philadelphia Avenue or along Carroll Avenue, between Philadelphia Avenue and Tulip Avenue.

Along Carroll Avenue/Carroll Street, parking is permitted with meter restrictions in the commercial district and with no restrictions on the north side of Carroll Street between Cedar Avenue and Willow Street, which is typically used by commuters for long-term parking.

Peabody Street has residential permit parking along most of its length, with the only exceptions being on the south side of Peabody between 9th and 8th Streets and between 2nd Street and Blair Road. No parking is permitted just west of Chillum Road and New Hampshire Avenue.

Click to View:

Figure 26. Existing Parking

Other areas of note regarding on-street parking are as follows:

- There is parking only on the west side of the roadway on the entire length of 5th Street and predominantly on the east side of Holly, Cedar, Willow, and Spruce Avenues.
- Several of the street segments throughout the study area have residential permit parking on one side of the street and no parking on the other, often due to narrow road widths in the residential areas.
- There is parking only on the south side of Hemlock and Geranium Streets between Georgia Avenue and 9th Streets and on Highland Avenue between 9th Street and Piney Branch Road.

Off-Street Parking

Within the Washington, D.C. portion of the study area, three private parking lots, as shown in Figures 27, 28, and 29, all within one-half mile of the Metrorail station, allow users to lease a space on a daily, weekly, or monthly basis. One lot is located between a church and an apartment building at the intersection of Butternut and 4th Streets, one is across the street from the Takoma Funeral Home along Carroll Street, and the last is behind the CVS store along Carroll Street between Maple and Willow Streets. The lot on Butternut Street has 20 parking spaces, the lot along Carroll Street has 59 parking spaces, and the lot along Willow Street has 76 parking spaces.

Figure 27
Off-Street Parking on Butternut Street

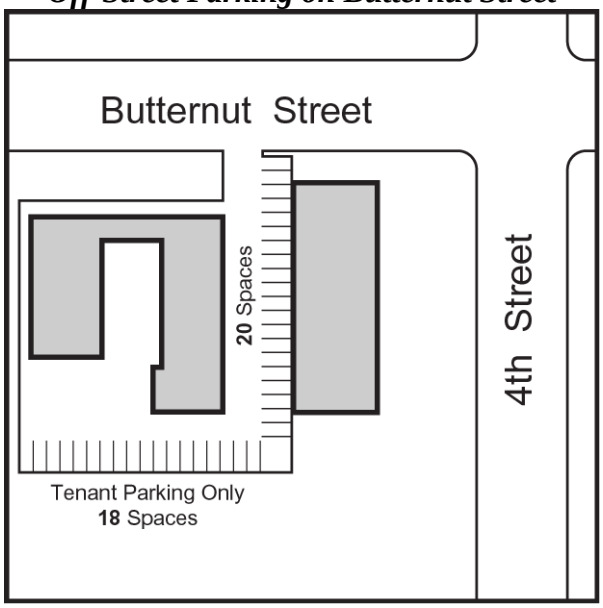


Figure 28
Off-Street Parking along Carroll Street

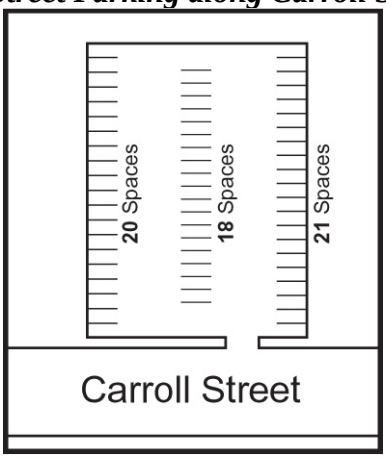
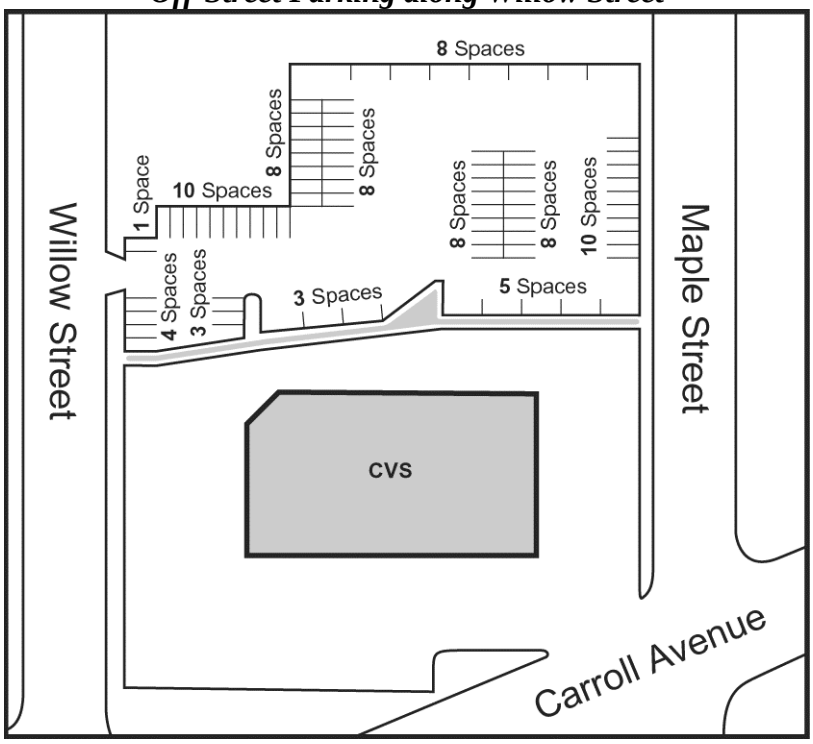


Figure 29
Off-Street Parking along Willow Street



Metro Station Parking

As Figure 30 indicates, the Takoma Metro Station parking facilities are located northwest of the station, and presently, parking is accessed via Eastern Avenue between Piney Branch Road and Cedar Avenue. Currently, there are restrictions against long-term commuter parking at the station.

The 152-space parking lot is divided into Sections A, B, and D, each with different parking restrictions. Section A is comprised of five 15-minute, Kiss-and-Ride, un-metered waiting spaces. Sections B and D are longer term parking areas, having 94 spaces and 58 spaces respectively with a maximum 7-hour daily parking limit. To further discourage all day commuter parking, the sections have offset time limit restrictions.

Section B parking is permitted between 8:30 AM and 3:30 PM with no parking permitted between 3:30 PM and 7:00 PM. Patrons may resume parking in Section B between 7:00 PM and 2:00 AM. Section D parking begins at 10:00 AM and ends at 2:00 AM, with no parking permitted between 2:00 AM and 10:00 AM on weekdays. Holiday and weekend parking is free all day in all sections. In addition to a large sign indicating parking restrictions in each section, shown in Figure 31, all parking meters have time limits posted in the viewing window of the meter.

The Study Team conducted observations of parking activities throughout a weekday. Over the 10.5-hour period of observation (8:30 AM – 7:00 PM), several patrons were observed parking in the lot outside of the posted time limits for each section. There is no clearly delineated sign indicating what hours require payment of the parking meters (i.e., when meter restrictions end). Two parking citations were issued in Section B between 8:30 AM and 7:00 PM on the observation day, both being given for expired parking meters.

Figure 31
Metro Station Section Parking Signs

Click to View:

Figure 30. Metro Parking and Station Access

On the observation day, 234 different vehicles parked at the station. As Table 9 illustrates, between 9:30 AM and 2:30 PM, more than 80 percent of the spaces in Section B were in use. Section D had greater than 80 percent utilization between 11:30 AM and 3:30 PM, and between 5:30 PM and 6:30 PM.

As indicated in Table 10, parking restrictions are often violated at the Takoma Metro station. The most severe periods of violation showed that 24 percent of Section D was utilized prior to 10:00 AM and 65 percent of the spaces in Section B were used after 3:30 PM. Of the 234 different cars that parked at the station, 47 vehicles (or approximately 20 percent) were observed in the parking lot beyond the 7-hour posted time limit, with more than half of those exceeding the time limit by more than an hour.

Table 9
Utilization of Takoma Metro Station Parking Facilities

Time	Section B		Section D		Total, %
	# of Cars	% of Section	# of Cars	% of Section	Both Sections of Lot
8:30 AM	0	0%	5	9%	3%
9:30 AM	77	82%	14	24%	60%
10:30 AM	79	84%	35	60%	75%
11:30 AM	77	82%	57	98%	88%
12:30 PM	75	80%	58	100%	88%
1:30 PM	80	85%	58	100%	91%
2:30 PM	80	85%	58	100%	91%
3:30 PM	63	67%	53	91%	76%
4:30 PM	49	52%	44	76%	61%
5:30 PM	50	53%	57	98%	70%
6:30 PM	50	53%	49	84%	65%
7:00 PM	46	49%	32	55%	51%
Total Spaces	**94**	**100%**	**58**	**100%**	**152**

Table 10
Utilization of Takoma Metro Station Parking Facilities

SECTION	Hours over Limit					# Cars in Day
	0	**1**	**2**	**3**	**4**	
B	113	8	0	0	14	135
D	74	14	4	4	3	99
Total	187	22	4	4	17	234
Percentage	80%	9%	2%	2%	7%	100%

Commercial Parking Deficiencies Near Old Town Takoma Park

Background

In 2001, Urciolo Properties released a market profile showing a shortage of short-term parking in Old Town Takoma Park and Takoma Junction. The market study contained detailed demographic data, descriptions of businesses, an inventory of existing parking and an analysis of parking requirements based on zoning ordinances. Related to the market profile is a proposal to expand a retail strip in Old Town Takoma Park to include a small movie theater, a restaurant and a parking garage. This expansion would complement the existing retail and business needs of Old Town, which consist of a mix of retail and office uses and off-street and on-street parking.

The findings of the market profile support Urciolo's development proposal. Of interest to the City of Takoma Park was how underserved commercial land uses are in Old Town and Takoma Junction. As described above, most of the on-street parking in the vicinity of the Takoma Park commercial district is zoned residential with restricted time limits. The City of Takoma Park is using this study to evaluate the potential viability of a parking garage in considering the possibility of sharing the construction cost of the garage with Urciolo Properties.

Methodology[1]

For this transportation study, the parking demand in the vicinity of the proposed parking garage was determined by applying the off-street parking requirements, based upon the zoning code for each jurisdiction, to the associated land uses. The proximity to the Metro Station results in reduced demand for parking. Since the zoning regulations for Montgomery County and for DC allow for the application of adjustments to the parking requirements to account for proximity to the Metro station, the calculation of parking requirements reflects adequately the demand for parking in the area. The City of Takoma Park follows the Montgomery County Zoning Ordinances, and the Takoma neighborhood of DC follows the District of Columbia's regulations.

[1] Detailed parking deficiency methodology is presented in Appendix G

Field visits of the area were conducted to help with the application of specific requirements which are not based solely upon the total square footage of the land use, such as for restaurants, schools and religious institutions. Existing parking was also inventoried for on-street locations (residentially zoned and metered areas) and off-street parking lots.

Parking deficiencies were calculated by subtracting the existing inventory from the required parking. Per the code regulations in both jurisdictions, reduction factors were applied to the determined parking requirements as credit for proximity to transit. Determining the short term parking demand within the vicinity of the proposed parking garage was the primary objective of this portion of the study.

Existing Parking Requirements for Takoma Park, Maryland

The study team made the following assumptions with respect to land uses involved in the development of the existing parking requirements for Takoma Park, Maryland:

- If the Retail/Service land use is specified, the parking requirement for Retail, or 5 parking spaces per 1000 square feet, was used as a conservative measure.
- If the property address contains various land uses, mixed use reductions were applied as specified in Section 59-E-3.1 of the Montgomery County Zoning Ordinances.[1]
- If the property address contains various land uses, each land use was assumed to have an equal split of the available square footage.
- A reduction of 25 percent is given for "office/service" land uses within 800 feet of a transit center.

Existing Parking Requirements for Takoma, D.C.

The study team made the following assumptions with respect to land uses involved in the development of the existing parking requirements for the District of Columbia:

- The Retail/Service land use category is comprised of the following uses: Public Service, Museum, Library, Gallery, Store, Commercial-Retail, Commercial-Restaurant, and Store-Restaurant.
- The "Other" land use category is comprised of the following uses: Gas Station, Commercial-Specific Purpose, and Special Purpose-Miscellaneous.
- Educational land uses are divided into Elementary/Junior High School, High School, and College/Trade School.
- A 25 percent reduction is given for all businesses located within 800 feet of a transit center.

Results

As shown in Table 11, there is currently a shortage of short term parking available in the commercial/institutional districts of the Takoma area equaling approximately 90 spaces (combining DC and MD).

Table 11
Commercial Parking Demand Uses

	Existing Parking (2002)	Existing Required Parking (2002)
WASHINGTON, DC		
Retail/Service Space	42	53
Office Spaces	0	8
Garage Spaces++	47	21
Warehouse Spaces	7	48
Religious	100	26
Educational	107	125
Other (includes Gas Stations & Recreational)	37	35
On-Street, 2-hr in Res. Zone*	67	
On-Street, Metered	38	
Off-Street Parking Lots	155	
SUBTOTAL^	**553**	**296**
TAKOMA PARK, MD		
Retail Spaces	28	238
Service Spaces	331	378
Restaurant Spaces	15	135
On-Street – Metered	30	
Off-Street Parking Lots	0	
SUBTOTAL	**404**	**751**
TOTAL	**957**	**1,047**

Additional Required Parking	**90**

*Assumed 50% of Residential Zone is available to General Short-Term Parking
++ Since parking is self contained and may not be shared by other land use patrons, the surplus value is removed from the calculation of parking deficits for repair garages.
^ Excludes parking for garage spaces (see note above)

PUBLIC TRANSPORTATION

Bus and rail service is provided by the Washington Metropolitan Area Transit Authority (WMATA, herein referred to as Metro). Additional bus service is also provi
ded by Montgomery County Ride On service (referred to throughout this document as Ride On).

Transit Service

Metrorail Service

The Takoma Metro Station is in the center of the study area on WMATA's Metrorail Red Line passenger train service. The Red Line extends both north and northwest from the central business district of Washington, DC. The Takoma Station is on the more northerly leg of the Red Line from Union Station to Glenmont in Montgomery County, MD. Immediately north of the Takoma Station is the Silver Spring Station with long-term parking and transfers to MARC

train service. Immediately south of the Takoma Station is the Fort Totten Station with transfers to the Metrorail Green Line.

Planning is underway for the Purple Line, proposed to extend from Bethesda to New Carrolton, MD, with a connection to the Red Line proposed at the Silver Spring Station. WMATA's System Expansion Plan (10 Year Capital Improvement Program, September 12, 2002) anticipates the supplemental draft environmental impact statement (SDEIS) for the section between Bethesda and Silver Spring to be completed in early 2003. The draft environmental impact statement (DEIS) for the section between Silver Spring and New Carrolton began last summer, with the selection of the locally preferred alternative (LPA) anticipated in 2004. Implementation of the Purple Line is anticipated to be complete by 2012.

Bus Service

There are multiple Metrobus routes that traverse both the District of Columbia and Montgomery County with some slightly overlapping service provided by the Ride On. As shown in Figure 32, sixteen bus routes service the Takoma Metro Station, and three additional routes cross the study area. As Table 12 indicates, for the buses that serve the Takoma Metro station Ride On uses smaller buses than Metro. Peak period headways range from six to 20 minutes and off-peak period headways range from 20 to 60 minutes. Bus service to the Takoma Metro station begins around 5:30 AM.

Metro buses which travel in the study area also service the Fort Totten, Columbia Heights, McPherson Square, Smithsonian, Archives-Navy Memorial, L'Enfant Plaza, Georgia Avenue-Petworth, Silver Spring, Gallery Place-Chinatown, Cheverly and West Hyattsville Metro Rail Stations. More detail regarding each bus route is provided below.

Metro Route 52, 53, 54 - 14th Street Line

These routes all serve the Takoma Metro Station, Walter Reed Army Medical Center, various locations along 14th Street, the Reeves Center, Columbia Heights and McPherson Square Metro Stations, with the 52 and 53 also accessing the Smithsonian Stations and Bureau of Engraving. The 53 also travels to The Portals Building. The 54 accesses the Metro Center, Archives-Navy Memorial and L'Enfant Plaza Metro Stations. These routes operate daily out of Takoma Metro Station between 5:37 AM and 12:36 AM with varying headways between 10 and 15 minutes in the peak and 30 minutes off-peak and weekends. Buses enter the study area via Aspen Street to Georgia Avenue to Butternut Street, 4th Street and Carroll Streets, terminating at Takoma Metro Station.

Metro Route 62 - Takoma-Petworth Line

This route serves the Takoma Metro Station, Coolidge High School, Manor Park and Georgia Avenue-Petworth Metro Station. Service operates out of Takoma Metro Station between 4:31 AM and 2:18 AM with varying headways ranging between 8 and 12 minutes in the peak and 20 – 30 minutes off-peak and weekends. Service enters the study area via 5th Street to Butternut to 4th to Carroll Street terminating at Takoma Metro Station.

Click to View:

Figure 32. Existing Transit Routes

Table 12
Metro Station Bus Statistics

	METROBUS					RIDE ON							
Bus Routes	**52, 53, 54**	**62**	**F1, F2**	**K2**	**Z19**	**3**	**12**	**13**	**14**	**16**	**18**	**24**	**25**
Bus Size	40'	40'	30'	26'		27 - 40 '	27 - 40 '	27 - 40 '	27 - 40 '	27 - 40 '	27 - 40 '	27 - 40 '	27 - 40 '
Service Period	5:37am - 12:36am	4:31am - 2:18 am	5:44am – 9:45 pm	6:31am - 6:35pm	Peak+ Only	Peak+ Only	5:26am - 12:57am	Peak+ Only	5:55am - 8:56pm	6:09am - 1:09am	5:31am - 10:12pm	5:45am - 8:51am	5:38am - 11:19am
# of Daily Scheduled Trips (Revenue Service ONLY)													
Weekday (AM/PM)	54/52	72/73	32/30	31/30		3/3	55/52	8/12	32/33	67/69	66/62	9/7	50/49
Saturday	39/39	54/56	15/14	--		--	39/39	--	16/18	55/50	41/41	--	30/30
Sunday	39/38	38/39	11/13	--		--	38/38	--	--	50/43	--	--	24/24
Frequency of Service (Minutes)													
Peak Periods	10 -15	8 - 12	20	20		23	12 - 24	20	15 - 30	12 - 15	6 - 14	15 - 20	14 - 17
Off-peak & Weekend	30	20 - 30	60	--		30 - 40	27 - 30	30 - 41	30	15 - 30	15 - 30	24 - 30	27 - 30
Passengers at Takoma Station (Boarding/Alighting)													
Weekday	470/305	706/338	314/335	134/114		8/2	437/343	98/58	175/120	236/246	209/309	94/107	281/272

* This table does not include information for routes not servicing Takoma Metro Station although these routes may service the study area.

+ Refers to one or two buses during the peak AM/PM periods only.

Metro Route F1, F2 - Chillum Road Line

These routes serve the Takoma Metro Station, Chillum Road, Avondale, West Hyattsville Station, Mt. Rainier, Prince George's Hospital, Cheverly and Cheverly Metro Station. Daily service is offered out of Takoma Metro Station between 5:44 AM and 9:45 PM with 20 minute headways during the peak period and 60 minutes off-peak. Buses enter the study area via Rittenhouse Street and Eastern Avenue to Carroll Street and the Takoma Metro Station.

Metro Route K2 - Takoma-Fort Totten Line

This route serves the Fort Totten and Takoma Metro Stations as well as Walter Reed Army Medical Center during peak periods every 20 minutes. No off-peak/weekend service is offered on this route. A short shuttle service is provided between Takoma Metro Station and the Medical Center. Additional service progresses from Takoma Metro Station to Eastern Avenue and exits the study area via North Capitol Street.

Metro Route Z19 - Calverton Express Line

This route serves the Calverton area and Silver Spring Metro Station via Four Corners, the Seventh Day Adventist Church headquarters, and Takoma Metro Station. Peak period service operates out of Takoma Station at 6:56 AM, 12:01 PM, 5:06 PM and 6:05 PM. Service enters the study area via Carroll Avenue to Carroll Street, accesses the Takoma Metro Station, and exits via Eastern Avenue, Piney Branch Road, and Philadelphia Avenue.

Metro Route 70, 71 - Brightwood-Petworth, Georgia Avenue-7th Street Line

These routes both serve the Silver Spring, Georgia Avenue-Petworth, Gallery Place-Chinatown, Archives-Navy Memorial, L'Enfant Plaza, Waterfront-SEU Metro Stations, Walter Reed Army Medical Center, Howard University, and Fort McNair, with the 71 also accessing Buzzard Point. Daily service is provided between 4:00 AM and 2:00 AM with headways ranging from 10 to 35 minutes. Service passes through the study area via Georgia Avenue but does not serve the Takoma Metro Station.

Ride On Route 3 - Takoma Metro Station to Silver Spring Metro Station

This route operates between the Takoma Metro Station, Piney Branch Road, Dale Drive, 16th Street, East-West Highway and Silver Spring Metro Station. Service is offered during AM and PM peak hours, Monday through Friday only, with a 23 minute headway during the peak and variable headway of 30 – 40 minutes off peak. The buses operate out of Takoma Metro Station between 7:05 AM 8:15 AM and 5:42 PM and 6:37 PM. Service enters the study area via Piney Branch Road to Eastern Avenue and terminates at Takoma Metro Station.

Ride On Route 12 - Takoma Metro Station to Silver Spring Metro Station

This route operates between the Takoma Metro Station, Carroll Avenue, Flower Avenue, Wayne Avenue and Silver Spring Metro Station daily. Service operates out of Takoma Metro Station between 4:34 AM and 12:57 AM, with 12 - 24 minute peak headways and 27 – 30 minute off peak headways. Service enters the study area via Carroll Avenue to Carroll Street and terminates at the Takoma Metro Station.

Ride On Route 13 - Takoma Metro Station to Silver Spring Metro Station

This route operates between the Takoma Metro Station, Carroll Avenue, Flower Avenue, Parkside Plaza-Three Oaks, Sligo Creek Parkway, Colesville Road, and Silver Spring Metro Station, Monday through Friday. Service operates out of Takoma Metro Station between 6:24am and 9:15am, with 23-minute peak headways and 4:47 PM to 6:59 PM with 20-minute peak headways and 30 – 41 minute off peak headways. Service enters the study area via Carroll Avenue to Carroll Street and terminates at the Takoma Metro Station.

Ride On Route 14 - Takoma Metro Station to Silver Spring Metro Station

This route operates daily between the Takoma Metro Station, Piney Branch Road, University Avenue, Franklin Avenue, Colesville Road, and Silver Spring Metro Station. Service operates out of Takoma Metro Station between 5:28 AM and 8:56 PM, with 15 – 30 minute peak headways. Service enters and exits the study area via Piney Branch Road and Eastern Avenue.

Ride On Route 16 - Takoma Metro Station to Silver Spring Metro Station

This route operates between the Takoma Metro Station, Carroll Avenue, Ethan Allen Avenue, New Hampshire Avenue, Langley Park, Quebec Terrace, Piney Branch Road, Sligo Avenue, Fenton Street-City Place, and Silver Spring Metro Station daily. Service operates out of Takoma Metro Station between 4:27 AM and 1:09 AM, with 12 – 15 minute peak headways and 30 minute off peak headways. Service enters the study area via Ethan Allen Avenue (MD 410) to Carroll Avenue and Carroll Street and terminates at Takoma Metro Station.

Ride On Route 17 - Silver Spring Metro Station to Langley Park

This route operates between Langley Park, (University Boulevard and New Hampshire Avenue), Merrimac Dr, Carroll Avenue, Philadelphia Avenue, Montgomery College-Takoma Park Campus, Fenton Street-City Place, and Silver Spring Station. Service passes through the study area along Maple Street and Philadelphia Avenues but does not utilize the Takoma Metro Station.

Ride On Route 18 - Langley Park to Silver Spring Metro Station

This route operates between Langley Park, (University Boulevard and New Hampshire Avenue), Merrimac Dr, Carroll Avenue, Takoma Metro Station, Montgomery College-Takoma Park Campus, Blair Mill Road, Second Avenue (Off Peak hours-Weekends), Colesville Road (Peak Hour), and Silver Spring Metro Station Monday through Friday. Service operates out of Takoma

Metro Station between 5:25 AM and 10:12 PM, with 6 - 14 minute peak headways and 15 – 30 minute off-peak headways. Service enters the study area via Carroll Avenue to the west or Takoma Avenue towards Montgomery College-Takoma Park campus.

Ride On Route 24 - Hillandale to Takoma Metro Station

This route operates between Hillandale-Powder Mill Road, New Hampshire Avenue, Northwest Park, Piney Branch Road, and Takoma Metro Station. Service operates out of Takoma Metro Station between 5:45 AM and 8:51 AM, with 15 - 20 minute peak headways and 4:17 PM and 6:55 PM with 15 - 20 minute peak headways and 24 – 30 minute off peak headways.

Ride On Route 25 - Maple Avenue to Takoma Metro Station

This route operates between the Takoma Metro Station, Maple Avenue, Maplewood Avenue, (Sunday) Houston & Roanoke Avenue (Weekdays-Saturday), Washington Adventist Hospital (Weekdays-Saturday), Maple Avenue, and Takoma Metro Station. Service operates out of Takoma Metro Station between 5:42 AM and 11:19 PM, with 14 – 17 minute peak headways and 27 – 30 minute off peak headways. Service enters the study area via Maple Avenue to Carroll Street, where it terminates at Takoma Metro Station.

Bus Coverage

The transit industry generally considers that bus users are willing to walk up to one-quarter mile of bus routes to use an existing bus route. The shaded areas of Figure 33 represent the areas within one-half mile of existing bus routes. As the figure indicates, most of the study area is within one-quarter mile of an existing bus route. This indicates adequate geographical coverage of the study area. However, because some of the routes do not operate all day, some of the areas are not covered by bus service during some periods of the day.

Transit Facilities

Utilizing transit is generally more desirable to users when other factors are considered, such as: adequate lighting for access to transit, bus shelters for protection from the elements, and frequent service (especially during the evening hours). The Study Team evaluated the adequacy of the transit facilities and has made recommendations to address the issues identified in the evaluations. These recommendations are presented in Section IV of this study.

Takoma Metrorail Station Access

Access to the station is provided from the northeast for automobiles, including Kiss-and-Ride, short-term parking, and taxi (as shown in Figure 30 in the parking section of this report). Pedestrians and cyclists are provided facilities to access the station from all directions although entrance into the rail service is only available on the northeast side through the main lobby or through the elevator/disabled entrance (located behind the taxi stand).

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Figure 33. Transit Service Zones

Taxi Services

There is currently a taxicab stand located behind the Kiss and Ride area of the station parking lot, closest to the elevator access to the station. During the times when the Study Team conducted observations at the station, between 8:30 AM and 7:00 PM, no passengers were seen entering or exiting a taxicab at this location. Taxis were seen waiting in a convenience store parking lot and along Cedar Avenue, adjacent to the station. Boarding and alighting from taxicabs was observed beneath the underpass area along Cedar Street and at the entrance to the Metro Station. Several citizens noted during public meetings that they would like the taxicab stand to be relocated to a more convenient location. The recommendation for the location of the taxi stand is provided in the Issues and Recommended Improvements section of this report.

Bus Access

The Takoma Metro Station is serviced by the WMATA Metrorail, Metro buses and Montgomery County Ride On bus service. All of the Metro buses and most of the Ride On buses enter and exit the station via the Carroll Street entrance. The Ride On Routes 3, 14, 18 – Silver Spring, and 24 all exit the station on Eastern Avenue. Ride On Route 18 – Langley Park enters the Station from Eastern Avenue and exits via Carroll Street.

The station has nine bus bays for passengers boarding and alighting. The buses assigned to each bus bay are shown in Figure 30 (in the parking section of this report). The bus route which serves each bus bay is identified so that the user knows where to wait for the appropriate vehicle. Several bays have double bus shelters to accommodate larger numbers of waiting passengers. Eight of the nine bus bays are specifically assigned to particular Metro or Ride On routes, and the ninth is currently unassigned and used as a layover location when necessary.

Based upon the current frequency of buses using the station, there are enough bays to satisfy the needs of the station. These nine bays are able to accommodate the routes currently using the station as well additional (more frequent) service along the same routes. Using a minimum headway of ten minutes (allowing for six buses per hour at each bay), buses may continue to share bays and increase frequency at four of the existing locations (which currently accommodate WMATA routes and Ride On routes bay numbers 2, 3, 4, and 9).

Bus Shelters

Shelters from the elements are provided at various locations throughout the study area, primarily along commercial strips. The location of these shelters is shown in Figure 30. There are only 11 bus shelters in the entire study area. The Study Team has developed recommendations with respect to locations where new bus shelters should be installed. These recommendations were developed based on adequacy of sidewalk width, consideration for visual impact of large shelters placed in residential neighborhoods and bus ridership and are presented in Section Four of this study.

BICYCLE FACILITIES

There are a number of officially designated on-road bicycle routes and several unofficial bicycle routes in the study area. As shown in Figure 34, these bicycle routes are spread throughout the

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Figure 34. Bicycle Trails and Routes

study area. The officially designated on-road bicycle routes have no differentiating bicycle trail pavement markings and few to no signs designating the trail as an official bicycle route. In addition, there are no signs reminding motorists to share the roadway with cyclists.

The designated bicycle facilities do not connect to the Takoma Metro Station. As Figure 34 indicates, the designated bicycle route closest to the Takoma Metro Station is the one on Piney Branch Road. Thus, cyclists use unofficial bike routes biking to the Metro Station. Bicycle racks and lockers are provided at the Metro Station. These racks can accommodate up to 44 bicycles. Often, all the bicycle racks are used. The lockers at the station can accommodate up to 60 bicycles in double storage unit lockers. Approximately one-half of the lockers are rented. The lockers are rented on an annual basis for a fee of 70 dollars.

The Metropolitan Branch Trail (MBT) is a proposed bicycle and pedestrian trail that will extend from Union Station in Downtown Washington, DC to Silver Spring, MD. The MBT will be a hybrid trail with off-street and on-street bicycle lanes. Based on the latest information available from the Metropolitan Branch Trail Alignment Study, this trail will make its way through the study area through one of five proposed alignments shown in Figure 35. All alignments within the study area follow a southeast to northwest path, originating at the intersection of Blair Road and Peabody Street and ending at the intersection of Eastern Avenue and Baltimore Avenue. Along each proposed alignment of the trail there are crossings of existing roadways causing potential intersection traffic conflicts with cyclists and pedestrians. The potential conflict locations are the following:

1. Peabody Street and N. Capital Street
2. Blair Road and Van Buren Street
3. Cedar Street / 4th Street / Blair Road
4. Carroll Street and Maple Avenue
5. Carroll Street and Cedar Avenue
6. Eastern Avenue and Cedar Avenue
7. Eastern Avenue and Piney Branch Road

The Study Team has evaluated the potential effects on traffic operations at critical locations associated with the implementation of each of the potential alignment options. This evaluation and associated recommendations are presented in Section IV of this study.

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Figure 35: Overview of Possible Eastern and Western Alignments for Metropolitan Branch Trail